

## Message Text

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PAGE 01 OSLO 04993 031302Z  
ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00  
DODE-00 DOTE-00 INR-07 NSAE-00 FAA-00 L-03 /033 W  
-----130985 031304Z /56

P R 031107Z NOV 77  
FM AMEMBASSY OSLO  
TO SECSTATE WASHDC PRIORITY 4693  
INFO AMEMBASSY STOCKHOLM  
AMEMBASSY COPENHAGEN

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E.O. 11652: N/A  
TAGS: EAIR, NO  
SUBJECT: CIVAIR--NORWEGIAN REACTION TO PROPOSED LIBERALIZED CHARTER  
RULES

REF: STATE 250527

SUMMARY: IN NOVEMBER 1 LETTER TO EMBASSY, NORWEGIAN CIVIL AIR DIRECTORATE ALIGNS ITSELF WITH EUROPEAN CIVIL AVIATION CONFERENCE (ECAC) OBJECTIONS TO SUBJECT PROPOSAL, ADDS OBJECTION OF ITS OWN, AND REQUESTS THAT ITS COMMENTS BE SUBMITTED TO CAB. END SUMMARY.

2. PERTINENT PORTIONS OF LETTER FOLLOW.

3. QUOTE FOLLOWING A MEETING IN PARIS 26 TO 28 OCTOBER BETWEEN A US AND AN ECAC DELEGATION, WHICH COVERED AMONG OTHER SUBJECTS THE SAID PROPOSED RULE-MAKING, A MESSAGE WAS SENT BY ECAC TO US AUTHORITIES READING AS FOLLOWS:

4. QUOTE THE EUROPEAN CIVIL AVIATION CONFERENCE (ECAC) HAS EXAMINED THE EXPEDITED RULEMAKING PROCEEDING (SPDR-61) ON INTERIM LIBERALIZATION OF CHARTER RULES CONTAINED IN DOCKET 31520 OF 14 OCTOBER 1977 AND HAS NOTED THE FURTHER EXPLANATIONS  
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SUPPLIED BY THE US REPRESENTATIVES DURING THE TRIPARTITE TALKS IN PARIS ON 26 TO 28 OCTOBER 1977. IT WISHES TO MAKE THE FOLLOWING COMMENTS:

5. QUOTE THE PROPOSALS TO REDUCE THE ADVANCE PURCHASE REQUIREMENT FOR UNITED STATES ADVANCE BOOKING CHARTERS (ABCS) AND TO ALLOW FIFTEEN PER CENT FILL-UP IN ADDITION TO

PREVIOUS SUBSTITUTION ALLOWANCE FOR SUCH CHARTERS ARE TOTALLY UNACCEPTABLE. WHILST TIME ALLOWED FOR COMMENT BY CAB IS INSUFFICIENT FOR FULL ECONOMIC ANALYSIS OF PROBABLY EFFECTS OF SUCH MEASURES, NORTH ATLANTIC CHARTER AND SCHEDULED TRAFFIC STATISTICS SHOW NO JUSTIFICATION FOR CAB'S ARGUMENT THAT SURVIVAL OF CHARTER SERVICES IS ENDANGERED. EVEN IF LATEST SCHEDULED FARE DEVELOPMENTS REQUIRE SPECIAL ATTENTION ON THE PART OF AUTHORITIES, THIS DOES NOT JUSTIFY ACTION PROPOSED BY CAB WHICH, IN LIGHT OF KNOWN DECISION AND LOOKING LEAD TIMES OF NORTH ATLANTIC AIR TRAVELLERS, WOULD ALMOST COMPLETELY REMOVE DISTINCTION BETWEEN SCHEDULED AND CHARTER SERVICE, BOTH FROM A MARKETING AND FROM A FORMAL STANDPOINT. THE OTHER PROPOSALS, WHICH WOULD ALSO HAVE AN IMPACT ON THIST DISTINCTION, CAN ONLY BE EVALUATED IN THE CONTEXT OF THE REGULATORY FRAMEWORK AS A WHOLE.

6. ASSOCIATING MYSELF WITH THESE COMMENTS, I WOULD LIKE TO ADD THE FOLLOWING:

7. WE UNDERSTAND THAT THE REASON BEHIND THE CAB PROPOSED RULE-MAKING IS AN ALLEGED COMPETITIVE UNBALANCE ARISING FROM FINAL ACCEPTANCE OF LOW CHARTER COMPETITIVE FARES FILED BY CERTAIN AIRLINES. WE STONGLY BELIEVE THAT THE REGULATORY FRAMEWORK FOR CHARTER OPERATIONS SHOULD NOT BE DECIDED ON SUCH A BASIS, AND THAT THE QUESTION OF PRICE COMPETITION SHOULD BE HANDLED THROUGH DECISIONS ON TARIFF FILINGS. UNQUOTE  
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8. SIGNED: ERIK WILLOCH, DIRECTOR GENERAL.  
LERNER

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NNN

## Message Attributes

**Automatic Decaptoning:** X  
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**Channel Indicators:** n/a  
**Current Classification:** UNCLASSIFIED  
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**Enclosure:** CL CHANGED TO UN PER 12/12/77 MEMO FROM EB - JOEL BILLER  
**Executive Order:** N/A  
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**Type:** TE  
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**Review Markings:**  
Margaret P. Grafeld  
Declassified/Released  
US Department of State  
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22 May 2009  
**Markings:** Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009